

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY  
CITIZEN PARTICIPATION COMMITTEE  
MINUTES**

DATE ..... May 9, 2006  
TIME ..... 7:00 P.M.  
PLACE ..... Grand Prairie Room  
County Office Building

**ATTENDEES NAME**

**ORGANIZATION**

Steve Clevenger	Citizen
Pat Wilkerson	Historic Jeff Neighborhood
Geneva Werner	Vinton Neighborhood
Gina Quattrocchi	WLFI TV
Nathan Caldwell	WLFI TV
Stewart Frescus	West Lafayette Bike-Pedestrian Committee
Paul Slavens	Citizen
Bill Joiner	Citizen
Earle Nay	Citizen
Mary Cook	Citizen

**STAFF**

**TITLE**

John Thomas	Assistant Director
Doug Poad	Senior Planner-Transportation

**I. APPROVAL OF THE FEBRUARY 28, 2006 MEETING MINUTES**

**John Thomas** called the meeting to order and asked for people to introduce themselves and their affiliation.

**John** asked if there were any corrections or comments needed to the minutes.

**Pat Wilkerson** commented that the left turn signal at Twyckenham is in place and working.

**Steve Clevenger** said that the state did put in the left turn lane on US 52 for Menards and repainted the lines today.

**John** stated hearing no additional comments, the February 28, 2006 minutes are approved.

**II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:**

**John** asked for feedback from the last meeting concerning the transportation plan.

**III. PROGRAM**

**Draft Transportation Plan for 2030 – The Vision**

**John** passed out copies of the plan.

**John** explained what the plan was about, and who had reviewed it. It started with the projects from the previous Long Range Transportation Plan which was adopted in 2001. It was then extending to 2030.

**John** then reviewed dwelling units, both current and forecasted, forecasted employment data, and comments from the Technical Transportation Committee, the Administrative Committee, and from the previous Citizens meeting. The Administrative Committee has recommended adoption and it will be reviewed by the Technical committee and then by the Area Plan Commission.

**Stewart Frescus** stated that when planning for intermodal is approached from the front end, the costs will be less. The Plan needs to allow for buses to stop and a consideration for sidewalks in housing projects. It is also good to have guidelines for projects and input from outside folk who are concerned with the issues. We need to address issues for other people, rather than just drivers.

**John** stated the next step is to update the bicycle and pedestrian plan. He then gave more specific information.

**Doug** added that staff has been working on an updated Thoroughfare Plan for the County. He explained a little bit about it. He said it was put on hold in January due to an unexpected death in our staff.

**Geneva Werner** asked about Teal Road. A long time ago they had mentioned it not being a State road and trading that with 350. How does that stand in the plan?

**Doug** responded that the signs may go up soon. The designation of whether SR 25 is CR 350S or Teal Road has minimal impact. People will take the shortest path from point A to B.

**John** followed up and stated that the relinquishment agreement is being worked out with the Cities. The agreement still needs to be signed.

**Geneva** said she had received some negative feedback regarding closing Concord Road at Teal Road. She added that people are not pleased with the thought of that. You can not turn left now because of the barricade. Concord Road is now under construction which will make it a good road.

**John** stated that it is a city decision and they will have to determine the design. The City would like to change alignment or a put in a new Road to connect to Maple Point Drive.

**Geneva** asked if we have any say so regarding the design.

**John** said we would bring her concerns up to the City Engineer.

**Geneva** stated she could not see an improvement just more inconveniences for the businesses.

**Steve** stated this might solve the problem. Allow people heading east to turn onto Concord but do not allow people to turn right from Concord onto Teal.

**John** showed the map from city, the general improvements, and gave some explanations.

**Geneva** stated she doesn't think anyone can cross three lanes because of the cement barrier.

**John** responded he was referring to people turning right and then turning left onto 52.

**Steve** said instead of closing this off, you allow people to turn from Teal onto Concord. He didn't see any reason to close it. He also stated that he could see wanting to do something with traffic coming off of Concord because it is inconvenient.

**Pat** stated it will be hard for people to travel down skinny Concord Road.

**Steve** asked if they could improve Concord to four lanes all the way to Teal Road.

**John** stated it wasn't designed yet, so it might not be.

**Steve** asked is CR 900E was going to be extended to SR 25 because it is not being shown.

**Doug** stated that the County Engineer didn't think it was necessary.

**Earle Nay** introduced himself. He stated that West Lafayette will grow to the west more than to the north. US 231 will do the same thing as CR 350S is doing. He also stated that building US 231 to SR 43 is a good idea and the outer ring road looks great for the time frame. He added that the northern part of the ring from Creasy to Kalberer is missing.

**Doug** and **John** responded to his questions.

**Earle** added a path is missing right now getting it out to SR 25.

**John** touched upon the 2030 growth projections and asked where he lived.

**Bill** responded just south of CR 350 S.

**Doug** and **John** point out the new US 52 bridge over the railroad south of the mall will be built in the next year or two.

More discussion ensued.

**Earle** stated the new bridge between 9<sup>th</sup> and 18<sup>th</sup> Streets going across the tracks was a fantastic idea and helps tremendously.

**Bill** stated he understood the Kirkpatrick ditch is an open ditch with retaining pond.

**Doug** stated that Steve Murray, the County Surveyor, could answer those questions.

**Steve** asked what does the 2030 Interchange mean?

**John** stated we should have struck the term 2030; it is just an interchange improvements.

**Earle** said the one at SR 26 should be starting soon.

**John** stated that project is only addressing SR 26 under the bridges. It doesn't address the larger interchange issue and that project will come further down the schedule.

**Steve** stated that it is actually a two stage process.

**Steve** asked about the rural to urban improvements that are listed. He asked if they will be widened and what will be done.

**John** and **Doug** replied that it would depend on the specific situation. A few examples were given.

**Mary** asked about the ring roads on west side and if phase 1A and 1 B are ready to go.

**Doug** responded and gave information about the long range plan.

More questions and discussion ensued.

**Geneva** asked if we have any more copies of the Purdue Plan in the office.

**Doug** stated that we should.

### **Draft Transportation Improvement Program for Fiscal Year 2007**

**Doug** passed around some handouts and explained what the Transportation Improvement Program is. He reviewed the requirements, and reviewed the tables, maps, and the local, state projects.

**Paul** asked how many houses are needed to be moved at 18<sup>th</sup> and Kossuth.

**Doug** responded one. He then explained the improvements.

**Geneva** asked when will the project be completed and will they lift the restrictions of no left turn.

**Doug** continued and reviewed the State Street, 24<sup>th</sup> Street and Earl Avenue improvements, South 9<sup>th</sup> Street and South 18<sup>th</sup> Street.

**Geneva** asked for an explanation about traffic calming in regard to Sycamore Lane.

**Doug** responded that the City will be doing a number of elements in this project. For example, at some locations the road will be narrowed. At some places, the road will be slightly raised. Landscaping will be added so it looks more residential. A bus area will be added.

**Geneva** is that like what they have in front of Wabash Center. I think that is a very good idea.

**Doug** responded yes.

**John** interjected that the whole point is to reduce speeds.

**Doug** continued reviewing the Tippecanoe County and State projects in detail. He added that the Technical Transportation Committee went over the lists last month, reviewed, and prioritized them. They also looked at the amount of Federal Funds we will be receiving. Some of the projects didn't make the list and some did.

**Doug** asked if the committee would be interested in meeting in late June so they can review the draft plan.

Discussion ensued about the different projects.

**Geneva** said she was surprised by the amount of work.

**Steve** asked if the numbers could be added to the maps.

**Doug** responded that he would get them on.

There were comments given regarding the colored maps.

**Doug** stated that all of them would be in color in the final version. We are trying to save on printing costs since these are all drafts.

**Doug** asked if there were any other comments or questions regarding the TIP.

#### **IV. QUESTIONS, COMMENTS, OR SUGGESTIONS**

**Doug** stated that there was one more item that staff would like to discuss. The Area Plan Commission was asked last Friday to score several INDOT projects. Staff agreed that the Citizens committee would be good group to provide input. He passed out some handouts and then gave some background information about Major Moves. He then explained INDOT's scoring system, and stated that the committee would score the customer input category.

**Pat** asked about the widening of SR 26 and if service roads would be built.

**Doug** responded that we recently received plans a month ago concerning the improvements to SR 26 at the interstate. He gave examples. Doug continued to talk about SR 26 improvements.

**Stewart** stated that the amenities for pedestrians, bicyclists and people riding the bus are a joke on 26. A lot of people work there and it is a very unfriendly place. It would be a real improvement if you can get some state or federal money to do something about it.

**Pat** stated that the sidewalks and streetlights amenities are needed on 26.

**Steve** said he would assume widening it with curb and gutter would be urbanization. You could actually fit bike lanes in that.

**Doug** responded that APC is trying to convince the state officials to do it.

**Earle** stated that the comments in the paper improving SR 26 from I-65 to 52 were a good idea and that it would be better to improve the surface of road and safety improvements rather than to increase the number of lanes. He discussed the different issues and ways to improve it.

**Steve** stated if you are going to widening 26 then you have to do something with the 26/ 52 intersection.

**Doug** responded that the Plan just mentions it. A joint effort for this project was done with the City of Lafayette and INDOT to look at how to handle that.

**Steve** stated he knew why we didn't want to build an interchange: we would have to buy up a lot land and businesses and that would be expensive.

More discussion ensued.

**Doug** stated that with all of the discussion, it should score a high number.

**Pat** stated that it would be easier to prioritize the projects.

**John** said that we don't want to prioritize or rank them. We want the committee to give each project an independent score.

**John** asked if everyone agree to rate this as a "3".

All attending said yes.

**Pat** asked if stipulations could be added like bike lanes and curbs.

**Earle** stated it should be a "1". It needs to have the surface improved and get the volume somewhere else.

**Geneva** asked why they can't repave it.

**Doug** responded because it is so expensive. The estimate for US 52 is between \$20 to \$30 million just to replace it between Union and McCarty Lane. The State DOT now wants to relinquish US 52 to the city. That is probably why they are holding the project off.

**Geneva** said she had a question about people using the shoulder before it becomes a right turn lane. She asked if there is a specific length that is supposed to be or why don't they make it longer since everybody is using it.

**Doug** added that the Pavilions is constructing a median concrete barrier at their entrance onto SR 26 that will direct traffic into the development. Drivers will not be able to go straight and make a right onto Creasy. They will be forced to make a right into the development. The developer requested it and it was approved by INDOT.

**Earle** asked about shoulder at Pavilions.

**Doug** responded that the State approved the driveway entrance on SR 26 to the Pavilions, using a "pork chop" design, so that traffic will turn right into it and a right turn out, and that pork chop will be built on that shoulder.

**Earle** state that is what is needed.

**Steve** stated he thought that was a safety improvement.

**Earle** stated you still will have traffic going through the parking lot to Creasy.

**Doug** then had the committee look at the next three projects: widening of I-65. Traffic count data showed the highest volumes were from SR 25 to SR 26. In 2002, INDOT counted a little over 51,000 vehicles a day. To the north (from SR 43 to SR 25) the number was a little over 43,000 and to the south (between SR 26 and SR 38) it was just a little over 40,000 vehicles a day. That tells you people in this community use the interstate as a short cut.

**Steve** stated he thought the project between SR 25 and 26 should be a 3.

Everyone agreed the I-65 project between SR 25 to 26 should be a 3.

**Geneva** asked if the project between SR 43 to SR 25 should be a 2 maybe.

**Doug** mentioned again that all these projects are in the Long Range Plan.

**Stewart** stated he would give both of them a 2.

Everyone agreed that the other two interstate projects should be a 2.

**Geneva** asked if someone could point out where is CR 500S.

**Doug** explained where it was.

**Steve** asked if it is a relocation or just a widening.

**Doug** stated it will be mostly widening but some of it will be new road. Several years ago a consultant was hired by INDOT to look at 231 from I-65 to 70 and this section was identified as needed as a mid range improvement.

**Earle** asked what the traffic count was.

**Doug** stated that there is about 14 -16,000 a day around CR 500S and that drops to around 10 - 12,000 a day at the county line.

**Earle** added that the only thing good is that the road is fairly straight.

**Steve** stated the exceptions are a couple bends through the towns.

**Earle** stated that probably wouldn't change.

**Doug** said that the new road would go around them.

More discussion ensued.

**Pat** asked if SR 43 to Brookston was a done deal.

**Doug** stated that the APC is still in discussion with INDOT.

**Stewart** ask what do you feel the importance of 231 to Crawfordsville.

**Doug** replied either a 2 or a 1.

**John** said that the question is, do you see this project more urgent than widening of the interstate.

**Geneva** said that is should be put as a 1.

**Earle** asked what were the counts on I-65 traffic outside past 43 and 38.

**Doug** stated that north of 43 it is around 35 to 36,000 and around 32,000 to the south.

**Earle** said so we're talking about a 5,000 difference.

**Doug** stated that it was in the 30's.

**Steve** asked what it was between 25 and 26 again.

**Doug** said that it was 51,840 in 2002 to be exact.

**Earle** stated that SR 25 is considered to be a high accident stretch because of the curves and visibility.

Discussion ensued and all agreed that the score was a 1 for US 231 south.

**Doug** thanked everyone for helping.

**Pat** asked if their comments would be included.

**Doug** replied that INDOT is more focused on the numbers at this point.

**Pat** asked if other communities are doing this.

**Doug** replied that he didn't know.

**Geneva** asked about old US 231?

**Doug** stated that from CR 500S to Crawfordsville is still US 231.

**Pat** asked if they will rename it Old 231.

**Doug** said he didn't know.

**Geneva** asked with all your inside information, how would you vote.

**Doug** replied pretty much the same.

**Doug** asked once again if we could have a late June meeting.

**Steve** said maybe the 4<sup>th</sup> Tuesday, June 27<sup>th</sup>.

**Geneva** asked if it was the last Tuesday in June.

**Stewart** asked if it would be at 7:00.

**Doug** replied yes to all of the questions and said we will try to have it in one of these rooms. It is tough to have these meetings every month and we will go back to bi-monthly after this.

**Pat** asked what about after June?

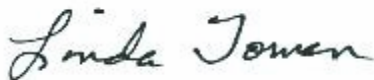
**Doug** invited everyone to come back. He added that this is an opportunity for us to hear your comments. At some point later this year we will develop another Hot Spot list.

## **V. ADJOURNMENT**

Meeting adjourned.

The next meeting is scheduled for June 27, 2006.

Respectfully submitted,



Linda Toman-Wilson  
Bookkeeper/Secretary

Reviewed by,

Doug Poad  
Senior Planner - Transportation